

Hartlepool Port Sanitary Authority.

Annual Report

OF THE

Medical Officer of Health

FOR THE

Year Ending 31st December, 1930,

BY

ARNOLD S. L. BIGGART,

M.B., Ch.B.

WEST HARTLEPOOL :

E. HUDSON, Printer and Stationer, 75, Church Street.



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Hartlepool Port Sanitary Authority.

1931.

CHAIRMAN - J. W. BOANSON, J.P.
VICE-CHAIRMAN - F. J. CARR.

West Hartlepool Representatives:

T. CLARKSON, J.P., Westbourne Road, West Hartlepool.
W. T. RYAN, Wilton Avenue, West Hartlepool.
A. HYDE, J.P., Kenmara, Park Road, West Hartlepool.
J. W. BOANSON, J.P., 57, Church Street, West Hartlepool.
G. E. HOPE, The Cedars, Westbourne Road, West Hartlepool.
W. J. WATT, Clifton Avenue, West Hartlepool.
W. G. ROPNER, Hartdale, West Hartlepool.
J. H. FARMER, Highlands, Wooler Road, West Hartlepool.
W. A. SMITH, J.P., Upper Church Street, West Hartlepool.
E. BLOOM, Elm Grove, West Hartlepool.

Hartlepool Representatives:

R. H. DAVISON, J.P., Shincliffe, Hartlepool.
W. O. ATKINSON, Middleton, Hartlepool.
F. J. CARR, 2, Gladstone Street, Hartlepool.
T. BULMER, 10, Brougham Street, Hartlepool.

Fixed Days of Meeting:

At the Municipal Buildings, West Hartlepool.

January	15th, 1931	May	21st, 1931	Sept.	17th, 1931
Feb.	19th, "	June	18th, "	October	15th, "
March	19th, "	July	16th, "	Nov.	19th, "
April	16th, "			Dec.	17th, "

EACH DAY AT 3-0 P.M.

Hospital Visiting Committee:

The Chairman, T. Clarkson, G. E. Hope, T. Bulmer and
J. H. Farmer.

Finance, Hospital & Port Committees:

All the Members of the Authority are Members of these Committees

*The Committees meet at 2-45 p.m. on the same day as the
monthly meeting is held.*

Officers:

Clerk: C. GILBERT BUNTING, Solicitor, Exchange Building, 66, Church
Street, West Hartlepool. Telephone No. 2850.
Medical Officer: A. S. L. BIGGART, M.B., Ch.B., 116, Scarboro' Street, West
Hartlepool.
Deputy Medical Officer: L. J. STONE, M.B., Ch.B., 116, Scarboro' Street,
West Hartlepool.
Surveyor: F. DURKIN, A.M.I.C.E., Municipal Buildings, West Hartlepool.
Inspector: O. P. MITCHELL, C.S.I., 24, Town Wall, Hartlepool. Tel. No. 6052.
Deputy Inspector: R. S. JONES, Port Sanitary Hospital, Hartlepool.
Rat Catcher: G. MENHENNET, 8, Brunswick Street, Hartlepool.



ANNUAL REPORT.

WEST HARTLEPOOL,

FEBRUARY, 1931.

**To the Chairman and Members of the
Hartlepool Port Sanitary Authority.**

Gentlemen,

I hereby submit my Report for the year ending December 31st, 1930. The first part deals with the work done at the Port Sanitary Hospital, and the second part details the work carried out in the Port.

I. Hospital.

During the year ending 31st December, 1930, there were 184 cases admitted into the Hospital as compared with:—

192 cases in 1929	264 cases in 1924
181 „ 1928	161 „ 1923
177 „ 1927	85 „ 1922
300 „ 1926	155 „ 1921
228 „ 1925	201 „ 1920

Of these 184 cases there were:—

Scarlet Fever ...	...	75 cases
Diphtheria ...	...	91 „
Typhoid Fever	...	16 „
Erysipelas ...	...	1 case
Measles ...	...	1 „
		<hr/>
		184
		<hr/>

Of these 184 cases, there came from:—

County Borough of West Hartlepool	152 cases
Borough of Hartlepool	... 13 „
Rural District	... 18 „
Ships	... 1 „
	<hr/>
	184

There were 86 male and 98 female patients, the average age of whom was 10.5 years.

The number of deaths which occurred during the year was 10 giving a percentage of 5.43 as compared with 8.24 in 1929.

The deaths were made up as follows:—

Diphtheria	...	...	6
Typhoid Fever	...	...	4
			<hr/>
			10
			<hr/>

Of these deaths 9 were West Hartlepool patients and 1 Hartlepool patient.

II. Amount of Shipping entering the Port during the year 1930.

Table A.—(Ministry of Health).

1930	Number	Tonnage	Number Inspected.		Number reported to be Defective.	No of Vessels on which defects were remedied.	Number of vessels reported as having had during the voyage infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.			
From Foreign	646	869,914	19	601	70	70	0
	17	23,316	2	12	1	1	0
	..	...	0	0	0	0	0
	..	...	1	7	0	0	0
Total from Foreign	653	893,230	22	620	71	71	0
From Coastwise	791	686,273	4	526	23	23	0
	11	3,681	0	7	0	0	0
	14	2,000	0	1	0	0	0
	..	...	0	0	0	0	1
Total Coastwise ...	816	691,954	4	534	23	23	1
Total from Foreign and Coastwise	1,469	1,585,184	26	1,154	94	94	1

Hospital Staff.—This consists at present of a Matron, a Sister, a Staff Nurse, an Assistant Nurse and 2 Probationer Nurses, a Laundress, Cook, Housemaid, 2 Wardmaids, a Porter, and a Sewing Maid (temporary).

Hospital Accommodation.—There are 50 beds at the Hospital for patients.

The following figures show the number of vessels of each nationality inspected—

Belgian	...	...	...	2
Danish	...	...	...	80
Danzig Free State	...	...	...	2
Dutch	...	...	...	12
Esthonian	...	...	...	6
Finnish	...	...	...	10
French	...	...	...	6
German	...	...	...	55
Greek	...	...	...	11
Hungarian	...	...	...	1
Italian	...	...	...	10
Jugo Slav	...	...	...	1
Japanese	...	...	...	1
Latvian	...	...	...	25
Norwegian	...	...	...	71
Polish	...	...	...	1
Russian	...	...	...	1
Spanish	...	...	...	23
Swedish	...	...	...	168
U.S.A.	...	...	...	3
British	...	...	...	665
				<hr/>
				1,154
				<hr/>

STATUTORY RULES AND ORDERS.

1929, No. 832.

PUBLIC HEALTH ENGLAND.

Prevention of Infectious and Epidemic Diseases.

The Public Health (Deratisation of Ships) Regulations, 1929, dated October 12, 1929, made by the Minister of Health under Section 130 of the Public Health Act, 1875 (38 & 39 Vict. c. 55), the Public Health (London) Act, 1891 (54 and 55 Vict. c. 76), the Public Health Act, 1896 (59 & 60 Vict. c. 19), and the Public Health Act, 1904 (4 Edw. 7, c. 16).

73,567.

The Minister of Health, in the exercise of his powers under Section 130 of the Public Health Act, 1875, the Public Health (London) Act, 1891, the Public Health Act, 1896, and the Public Health Act, 1904, and of all other powers enabling him in that behalf, hereby makes the following regulations:—

Short title and commencement.

1. These regulations may be cited as the Public Health (Deratisation of Ships) Regulations, 1929, and shall come into operation on the 1st day of January, nineteen hundred and thirty.

Interpretation.

2. (1) The Interpretation Act, 1889 (*a*) applies to the interpretation of these regulations as it applies to the interpretation of an Act of Parliament.

(2) In these regulations, unless the context otherwise requires:—

“The Minister” means the Minister of Health.

“Sanitary Authority” means a port sanitary authority and the council of a borough or urban or rural district in England and Wales which includes or abuts on any part of a Customs port not within the jurisdiction of a port sanitary authority where the medical officer of health appointed by the authority or council has been authorised by the Minister to give deratisation certificates or deratisation exemption certificates ;

“Approved Port” means the district of a sanitary authority the medical officer of health of which has been authorised by the Minister to grant deratisation certificates or deratisation exemption certificates and in the case of a sanitary authority other than a port sanitary authority includes the waters of the Customs port abutting on any part of their district so far as such waters are not within a port sanitary district ;

“Approved foreign port” means a foreign port which has been notified to the Office International d'Hygiène Publique as possessing the equipment and personnel necessary for the deratisation of ships ;

“Medical officer of health” means the medical officer of health of a sanitary authority or a registered medical practitioner temporarily acting in that capacity and except in relation to the signing and issuing of certificates includes any registered medical practitioner duly authorised by a sanitary authority to act on behalf of the medical officer of health in the execution of these regulations ;

“Foreign Port” means a port or place situate elsewhere than in Great Britain and Ireland, the Channel Islands, and the Isle of Man ;

“Ship” includes a vessel or boat ;

“Master” used in relation to a ship includes the officer or other person for the time being in charge of or in command of the ship ;

“Deratisation certificate” and “deratisation exemption certificate” means a deratisation certificate and a deratisation exemption certificate issued under these Regulations and in conformity with Article 28 of the International Sanitary Convention of Paris, 1926, and any certificate in conformity with the said Article issued at an approved foreign port ;

“Valid certificate” means a certificate issued under these regulations or at an approved foreign port which has not been current for more than six months or in the case of a ship proceeding to her home port more than seven months from the date of the last inspection, and includes a deratisation certificate or a deratisation exemption certificate issued at an approved port or an approved foreign port in conformity with Article 28 of the International Sanitary Convention of Paris, 1926, prior to the issue of these regulations.

Inspection, &c., of ships arriving from foreign ports and issue of certificates.

3. (1) On the arrival of a ship from a foreign port at an approved port, whether such approved port is the first port of call in England and Wales or not, the medical officer of health or a duly authorised officer of the sanitary authority acting on his behalf, shall require the master to produce a valid deratisation certificate or a valid deratisation exemption certificate.

(2) If no valid deratisation certificate or valid deratisation exemption certificate is produced in respect of any such ship the medical officer of health shall thereupon take such steps as he may consider necessary to satisfy himself that the ship is maintained in such a condition that the number of rats on board is kept down to the minimum.

If, after the ship has been inspected the medical officer of health is satisfied that the ship is free from rats or is maintained in such a condition that the number of rats on board is kept down to the minimum, he shall sign and issue a deratisation exemption certificate.

If, in the opinion of the medical officer of health, the ship is not maintained in such a condition that the number of rats on board is kept down to the minimum, he shall require the ship to be deratised in such manner as may be specified, or approved, by him, and the master shall forthwith make arrangements for the deratisation of the ship to be carried out to the satisfaction of the medical officer of health.

After the deratisation has been completed to the satisfaction of the medical officer of health he shall sign and issue a deratisation certificate.

Issue of certificates on application by owner of ship.

4. On application in writing received from the owner of any ship in an approved port, or from the master of the ship acting for and on behalf of the owner, for a deratisation exemption certificate or a deratisation certificate in respect of the ship, the medical officer of health shall take such steps as he may consider necessary to satisfy himself that the ship is maintained in such a condition that the number of rats on board is kept down to the minimum, or give directions for the deratisation of the ship, as the case may require, and, on being satisfied as to the condition of the ship or that the deratisation of the ship has been properly carried out, he shall issue the appropriate certificate.

General.

5. For the purposes of these regulations the medical officer of health or a duly authorised officer of the sanitary authority acting on his behalf shall have power to board and inspect any ship which is in an approved port.

6. (1) All certificates issued under these regulations shall be in such form as the Minister may from time to time approve.

(2) A copy of every certificate issued in pursuance of these regulations shall be retained in the office of the sanitary authority, and a copy shall be forwarded to the Minister.

Expenses.

7. The owner or the master of the ship shall pay to the sanitary authority such fee for the inspection of the ship and for the issue of the certificate as the sanitary authority may, with the approval of the Minister, require.

Given under the Official Seal of the Minister of Health
this Twelfth day of October, Nineteen hundred and
twenty-nine.

(L.S.)

A. B. MACLACHLAN,
Assistant Secretary, Ministry of Health.

In issuing the Public Health (Deratisation of Vessels) Regulations the Ministry of Health have taken a very important step which, besides reducing the rat population on ships, will prove very effective in the prevention of the entrance of plague into this country. The carrying out of these regulations has considerably altered the work of the Port Sanitary service. The inspection of ships throughout entails much labour and often Sanitary Officers have to spend several hours on board ship. The work is arduous and dangerous and has to be done at all times—nights, Saturday afternoons, holidays, and even on Sundays. Your Inspector, who is the duly authorised officer of the Port Sanitary Authority acting on my behalf, is responsible to me for the thorough inspection of vessels and the issue of certificates which are signed by me. These certificates, in order that they may be duly honoured by the Sanitary Authorities of this and other countries, must be a true record of the condition of ships, in the foreign trade, so far as rats are concerned.

The following parts of a ship must be searched, *i.e.*, Forepeak and Storeroom, Holds, Shelter deck space, Bunker space, Engine Room and Shaft Alley, Lifeboats, Charts and Wireless Room, Galley and Bakery, Pantry, Provision Store-room, Crew's Quarters, Officers' Quarters, Passengers' Quarters, Steerage Quarters, After-peak and Store-room and Poop or other additional space. Note must be made of (i) Rat indications, *i.e.*, old or recent evidence of excreta, footings, gnawings, runs or cuttings, (ii) Rat harborage, *i.e.*, pipe casings, ceilings, linings, dunnage, ropes and stores, &c., so that such harbourage may be made accessible to the action of gas in case of fumigation, or cut out where possible by the recommendation of your Inspector.

If no rat indications are found and a Deratisation Exemption Certificate is issued it must be stated on the certificate the measures taken on board for maintaining the ship in such a condition that the rat population would be reduced to a minimum. In this connection the use of rat guards, traps, the state of cleanliness and the cargoes carried are taken into consideration.

In the case of rat infested vessels or where plague danger exists your Inspector would usually order a fumigation, which would be carried out under his supervision by a private contractor. Supervision of fumigations requires care and technical knowledge. The spaces required to be fumigated must be specified, their cubic contents obtained and the quantity of fumigant, to be used in each space, checked. To conform with the recommendations of the Ministry of Health, 3 lbs. of Sulphur (S.O._2) or 2 ozs. of Cyanide (H.C.N.) for every thousand cubic feet of space should be used. In order to ensure proper and effective fumigation, ventilators, skylights, hatches, watertight doors and bunker doors must be sealed; limber boards and dunnage lifted; pipe casings opened out; and accommodation doors sealed. Fumigation by Sulphur (S.O._2) requires at least 6 hours exposure; by Cyanide (H.C.N.) at least 2 hours. It is not possible for

your officers to enter spaces fumigated by Sulphur until several hours after opening out ; when Cyanide is used not until after the fumigation contractor has given an "all clear" certificate. Then the vessel is searched by your officials to obtain the results of the fumigation ; dead rats are collected, their number and description noted and they are then cremated.

Deratisation certificates, issued after fumigation, must furnish all particulars of rat indications ; rat harbourage and how corrected ; cubic space in feet of each compartment ; quantity of S.O.₂ or H.C.N. ; time of exposure and number of rats recovered. When trapping or poisoning takes place particulars of traps, poisons and rats recovered must be given.

Certificates issued are made out in triplicate by your Inspector and are disposed of as follows :—

One copy handed to master ;

One copy sent to your clerk for transmittance to Ministry of Health ;

One copy retained by Inspector for statistical and reference purposes.

A charge of £2 2s. 0d. is made for the certificate.

All bills are made out by the Inspector ; all amounts collected by your Clerk.

189 certificates were issued during 1930.

III Character of Trade of Port.

Table B (*Ministry of Health*).

(a) Passenger Traffic during 1930.

No. of Passengers.	1st Class	2nd Class	3rd Class	Trans- migrants
Inwards... ..	—	—	—	—
Outwards... ..	—	—	—	—

This, not being an approved Port under the Aliens Order, 1920, for the landing of aliens, there is no regular traffic. The few alien passengers who land here are sent to the Tyne for examination.

(b) Cargo Traffic.

The figures here given indicate the nature and amount of trade done. The Imports and Exports for the years 1929 and 1930 are as follows:—

IMPORTS.

		1929	1930
Wood and manufactures thereof			
Ash, Beech, Birch, &c.	}		
Battens, Boards, Deals, &c.			
Mining Timber, round and square			
Pit Props			
Sleepers			
All other kinds of timber			
		Total 443,828 loads	Total 467,439 loads
		Tons Cwt.	Tons Cwt.
Ore... ..	...	39,004 3	18,015 2
Miscellaneous Goods... ..	...	36,923 12	42,038 3

EXPORTS.

		1929.		1930.	
		Tons	Cwt.	Tons	Cwt.
Coal and Coke	...	3,038,262	2	2,856,925	8
Iron and Steel and manufactures					
thereof	... ..	1,509	19	3,994	3

The above particulars have been supplied through the courtesy of Mr. John W. Goldson, Secretary to the Hartlepool Port and Harbour Commissioners.

Countries with which the Port principally Trades.

The port principally trades with Russia, Scandinavia, Denmark, Danzig Free State, Germany, Holland, Belgium, France, Baltic and Mediterranean Ports; occasionally with Texas and Australia; London and other home ports.

Exports of coal and coke for 1930 show a slight decrease whilst imports show a slight increase.

The London and North Eastern Railway Company are proceeding with schemes for improved coal shipping facilities.

At Hartlepool, the North East Corner Staithes, Victoria Dock, have been extended and an additional gravity spout provided. An improved electric belt conveyor has also been provided at the main staithes for the bunkering of large vessels.

At West Hartlepool the Harbour Terrace staithes are being re-constructed for the purpose of enabling 20 ton mineral wagons to be dealt with.

A new electric belt conveyor has also been installed on Tay Bridge staithes for bunkering purposes.

Inspectors' Monthly Reports.

Date of Report.	Description of Ship.			Nationality.		Trade Engaged in		Total Ships Examined.	Sanitary Conditions.		Written Notices Served.	Verbal Notices.	Total Written and Verbal Notices.	
	Steam	Sail	Motor	B'tish	F'r'gn	Coast	F'r'gn		Good.					Bad
1930.														
January 15th	45	0	2	26	21	24	23	47	44	3	0	3	3	3
February 19th	105	0	1	64	42	48	58	106	100	6	0	6	6	6
March 19th	92	0	1	65	28	49	44	93	87	6	0	6	6	6
April 16th	87	0	2	62	27	52	37	89	83	6	0	6	6	6
May 14th	84	0	1	54	31	42	43	85	76	9	0	9	9	9
June 18th	120	0	4	70	54	62	62	124	117	7	0	7	7	7
July 16th	99	0	1	55	45	43	57	100	90	10	0	10	10	10
Aug.—Sept 17th	192	1	1	84	110	65	129	194	175	19	0	19	19	19
October 15th	88	0	3	53	38	36	55	91	80	11	0	11	11	11
November 19th	88	0	3	41	50	33	58	91	79	12	0	12	12	12
December 31st	133	0	1	90	44	80	54	134	129	5	0	5	5	5
Total for 1930	1133	1	20	664	490	534	620	1154	1060	94	0	94	94	94
Total for 1929	1328	7	26	828	533	688	673	1361	1234	125	10	115	115	125

IV. Source of Water Supply.

(a) For the Port. *(b) For Shipping.*

The Water for the Ports of Hartlepool and West Hartlepool, and also for shipping in the Ports is supplied by the Hartlepool Gas and Water Company. All vessels requiring water while in port obtain their supply through hydrants from the several quays or wharves where the service is laid. There are no water boats in use in Port. The water, though hard, is of excellent quality.

V. Infectious Disease.

1. The Regulations made by the Hartlepool Port Sanitary Authority in 1886 and revised and approved by the Ministry of Health in 1928, require the Master, or other person having charge of a ship, arriving within the jurisdiction of the Authority with any person on board, whether a passenger or a member of the ship's crew, suffering from a dangerous infectious disease, to stop on arrival in the outer Bay, and forthwith send notice to the Inspector, at his Office, No. 24, Town Wall, Hartlepool, in order that the Inspector may cause the Medical Officer of Health to visit the vessel. Should the weather be such as to endanger the safety of the vessel, she may be brought into Port and moored at convenient buoys. The vessel must remain in the outer Bay, or alternatively, at the buoys, until medical inspection has taken place. The Medical Officer of Health shall, as soon as practicable, visit the ship and ascertain whether such person referred to in the notice is suffering from a dangerous infectious disease, and, if so, cause such person to be removed to the Hospital of the Port Sanitary Authority (or in the case of Small Pox, to Middlesbrough Small Pox Hospital) the Master, or other person in charge of the ship, to comply with the directions of the Medical Officer of Health.

If any dangerous infectious disease should break out on board any ship on arrival in the Dock or Harbour, the Master or person in charge is required to give notice of such outbreak to the Inspector.

The Inspector's house and office, which is the property of the Port Sanitary Authority, commands a view of the Hartlepool Bay so that, not only can the arrival in the Bay of a ship be observed, but also any "day or night" signals. This enables the Inspector to make speedy arrangements for the visit of the Medical Officer of Health should his attendance be necessary.

2. There are no special arrangements for the receipt by this Authority of wireless messages relating to the health on board of incoming vessels. A general arrangement whereby all inward vessels, equipped with wireless were required to send a message stating the probable time of arrival when there was sickness on board would certainly facilitate the work of the Port Sanitary Authority and also be of advantage to shipowners and ship brokers.

Verbal messages, usually by telephone, relative to sickness on vessels in port are received from Customs Waterguard Officers, Pilots, Ship Brokers and Dockmasters.

Lists of vessels from "Infected" and "Suspected" Ports are periodically issued to Customs Office, Pilots and Dockmasters. These are amended as occasion requires. Upon arrival from listed ports, "day or night" signals are shown and the vessel proceeds, if no sickness is reported, to some convenient mooring place, there to await the visit and inspection of the Medical Officer. This is done with as little delay as possible. In the meantime no unauthorised person is allowed to board or leave the vessel. Notification of arrival of any such vessel and where she is to be moored is given by telephone, either by day or night, by Customs Officers and Dockmasters, to the Port Sanitary Inspector, who in turn notifies the Port Medical Officer.

Vessels are visited by the Port Sanitary Inspector, either on arrival or as soon after as possible and enquiries are made into the health of the crews and as to whether there has been any sickness or deaths during the voyage. Printed notices in different languages are left with the Master or Officer in charge requiring notification to the Port Sanitary Authority of the existence of any infectious disease occurring during the ship's stay in port.

3. Pilots are the first persons to visit vessels on arrival. They board all vessels either from foreign or coastwise in the Bay and for this purpose they possess an excellent steam cutter and a motor launch. H.M. Customs Waterguard Officers are the next persons to board all vessels on arrival from foreign and occasionally coastwise vessels. For vessels moored at the buoys in the Harbour or in Dock, the Custom's row-boat is used; otherwise the vessel is boarded at the quayside. The Port Sanitary Inspector boards most vessels from foreign, and as many coastwise as possible on arrival or as soon after as circumstances permit. Vessels at buoys are boarded by means of either the ship's boat or a hired foy boat. Vessels in the Bay having reported Infectious Disease on board would be visited by the Medical Officer of Health and the Inspector by means of a tug boat placed at their disposal by the Harbour Master.

4. Cases of Infectious Disease—other than Small Pox—are sent to the Port Sanitary Hospital. Cases of Small Pox are sent to the Middlesbrough Small Pox Hospital. Contacts can be sent to the Port Sanitary Hospital for observation or surveillance or allowed to remain on board. If contacts are allowed to leave a vessel notification is sent to the Medical Officers of the areas concerned.

5. Infected quarters are disinfected by the Port Sanitary Inspector, and bedding, clothing, &c., are transferred to the Port Sanitary Hospital where they are disinfected by means of a Washington Lyons Steam Disinfector.

6. By an arrangement with the West Hartlepool Corporation their Burn Road Cleansing Station can be used for the cleansing and disinfestation of verminous seamen and their belongings. During 1930 no case requiring such treatment came under my notice.

7. A motor ambulance is used for the transport of cases to the Port Sanitary Hospital, and a similar mode of conveyance is provided by the Middlesbrough Corporation for transport of Small Pox cases to their Hospital.

8. Inquiries are made by the Port Sanitary Inspector as to the existence of venereal disease on ships, and if any exists, treatment at the West Hartlepool Clinic is recommended. Leaflets on the subject, giving time and place of clinic are distributed on incoming vessels.

9. This Authority has appointed Dr. Cookson, Bacteriologist and Pathologist of Sunderland, to examine and report on rats sent to him from this port. During 1930 two rats were submitted for such examination and report.

10. No special arrangement exists, but when occasion arises specimens for clinical purposes are sent to the College of Medicine, Newcastle.

During the year 1930 only one case of Infectious Disease occurred on vessels arrived in the port.

S.S. "Nesmar" (*British*).

The steam drifter "Nesmar" arrived from Lowestoft on May 12th, when the Master reported to his Agent that one of the crew was sick. A local Medical Practitioner visited the man and caused his removal to the Port Sanitary Hospital. He was later examined by the Port Medical Officer, who found him to be suffering from Measles. He remained in hospital until May 26th, when he was discharged cured.

Table C (*Ministry of Health*).

Cases of Infectious Sickness landed from Vessels.

DISEASE	No. of Cases during 1930.		Average No. of Cases for previous 5 years.	No. of vessels concerned.
	Passengers.	Crew.		
Measles ...	—	1	.6	1

Table D (*Ministry of Health*).

Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.

DISEASE	No. of Cases during 1930		Average No. of Cases for previous 5 years.	No. of vessels concerned.
	Passengers.	Crew.		
Pneumonia ...	—	—	.6	2

VI. Measures against Rodents.

1. Steps taken for the Detection of Plague.

(a) *In Ships in the Port.* When the Port Sanitary Officers board vessels arriving in dock, they make enquiry as to rat prevalence and mortality amongst rats. If dead rats are discovered they are sent for bacteriological examination.

(b) *On Quays, Wharves, Warehouses, &c., in the vicinity of the Port.* Arrangements are made with the L. & N.E.R. Co. whereby any suspected rats found on their premises would be sent by the Port Sanitary Inspector for examination.

2. Measures taken to prevent the passage of Rats between Ships and the Shore.

Rat guards are placed on all mooring ropes, and strips of canvas coated with gas tar are tacked on the gangways.

3. Measures of Deratisation of:—

(a) Ships.

The Rat Catcher is sent on board to make special examination of ships, and when required to do so, employs traps and sometimes poison.

Sulphur of Cyanide fumigations are carried out by private firms under the supervision of the Port Sanitary Officers.

(b) Premises in the vicinity of Docks and Quays.

The L. & N.E.R. Co.'s Rat Catcher uses rat traps, poison, and a gassing machine; whilst cats are kept and fed in the warehouses. Owners of premises use traps and poison. The Port Sanitary Rat Catcher occasionally traps at different places round the docks where rat prevalence has been noted.

4. Measures taken for the detection of rat prevalence in ships and on shore.

(a) Ships.

The Port Sanitary Officers make enquiries as to rat prevalence and mortality on all vessels they inspect. They look out themselves for signs, and if necessary have the rat catcher on board for a special examination. Vessels having had previous grain cargoes receive particular attention.

(b) Shore.

When proceeding round the docks note is made by the Port Sanitary Officers of rat prevalence on quays, wharves, warehouses, &c.

5. Rat Proofing.

(a) *To what extent are docks, wharves, warehouses, &c., rat proof.*

Dock quays are mostly built of stone, but there are several wooden quays and jetties. Three warehouses are substantially built of stone, iron, bricks and cement; the doors are rat proofed by iron plates and the windows by expanded metal. A wooden warehouse, stacked timber, pit props, wooden cabins, and between the stones of breakwaters offer much harbourage for rats.

(b) *Action taken to extend rat proofing.*

(i) *On Ships.*

The Port Sanitary Inspector and Rat Catcher when inspecting ships, give directions to the Master as to any rat proofing required on board.

(ii) *On Shore.*

The Port Sanitary Authority has no jurisdiction over quays, wharves, warehouses, &c., or land premises.

The particulars furnished in Table F record the work of the L. & N.E.R. Co.'s Rat Catcher and were supplied by the courtesy of Mr. R. Tate, the Local Manager of the Company.

In addition to the numbers given in Tables E and F the Port Sanitary Rat Catcher, between the months of May and September caught and destroyed round the Docks, 336 brown and 7 black rats. Thus a total of 1,684 rats were destroyed during 1930, on ships, in Docks, Quays, Warves, Warehouses, &c.

TABLE G (*Ministry of Health*).

Particulars relating to Plague "Infected" or "Suspected"
Vessels arriving in the Port during 1930.

Name of Vessel.	Date of Arrival.	Whether "Infected" or "Suspected."	Methods of Rat Destruction Employed	Number of dead Rats recovered.	Whether a Certificate of Deratisation was Issued.	Remarks
1	2	3	4	5	6	7
—	—	—	—	—	—	—

TABLE H (*Ministry of Health*).

Measures of Rat Destruction on Vessels from Plague Infected Ports (other than those included in Table G) arriving in the port during 1930, and number of certificates issued in respect of such Vessels.

Total number of Vessels arriving from Plague infected Ports	Number of such Vessels Fumigated by S.O.2	Number of Rats killed.	Number of such Vessels Fumigated by H.C.N.	Number of Rats killed.	Number of such Vessels on which trapping, poisoning, &c. were employed.	Number of Rats killed.	Number of such Vessels on which measures of Rat destruction was not carried out.	Number of Fumigation Certificates issued on Form Port 11.		Number of other Certificates issued.
1	2	3	4	5	6	7	8	Deratisation.	Exemption.	11
—	—	—	—	—	—	—	—	—	—	—

TABLE I (*Ministry of Health*)

Measure of Rat Destruction on Vessels (other than those included in Tables G and H) and number of Certificates issued in respect of such Vessels during 1930.

Number of Vessels Fumigated by S.O.2	Number of dead Rats recovered	Number of Vessels Fumigated by H.C.N.	Number of dead Rats recovered	Number of Vessels on which trapping, poisoning, &c. were employed.	Number of dead Rats recovered	Number of Certificates issued on Form Port* II		Number of other Certificates issued
1	2	3	4	5	6	Deratisation	Exemption	9
13	153	1	—	38	1013	21	168	—

VII. Hygiene of Crew's Spaces.

All ships are inspected by the Port Sanitary Inspector as soon after arrival as possible.

Inquiries are made as to the occurrence of any cases of sickness during the voyage, or if any member of the crew is at present sick or suffering from venereal disease, rat prevalence and rat mortality, the source of the water supply, cleansing of tanks and bilges, and all matters affecting the health of the crew.

The living quarters are inspected, defects noted, and notices served requiring necessary remedial work to be carried out.

Shipowners have introduced many improvements in the living quarters in ships of modern construction, but there is much room for improvement in the older type of vessel,

TABLE J. (*Ministry of Health*).

Classification of Nuisances.

Nationality of Vessel.	Number Inspected during 1929.	Defects of Original Construction.	Structural Defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to Health.
British ...	665	1	10	41
Other Nations ...	489	1	16	25

VII. Food Inspection.

1. Action taken under :—

The Public Health (Imported Food) Regulations, 1925.

The Public Health (Imported Milk) Regulation, 1926.

The Public Health (Preservatives, etc., in Food) Regulations, 1927.

During the year 21 two lb. tins of minced collops (ships' stores) were found to be "blown." They were surrendered and destroyed.

No chilled or foreign meat is imported into this port.

2. **Shell Fish.** There are no shell fish beds or layings within the jurisdiction of this Authority.

Hartlepool possesses an excellent Fish Quay where fresh fish is landed daily from trawlers, drifters, and motor fishing boats. Large quantities of herrings are also landed during the herring season. The fish is inspected by the Medical Officer and Sanitary Inspector of Hartlepool. Unsold fish and offal are removed to a factory within the Borough to be converted into fish meal, etc.

3. No sample of food was sent for examination during the year.

In conclusion I have to express my thanks to the Officers of H.M. Customs at the port, also to the Dock Superintendent, Harbour Master and Dockmaster of the London and North-Eastern Railway Co., and to the Pilot Master and Pilots for their co-operation with the Officers of the Hartlepool Port Sanitary Authority in carrying out the various duties.

ARNOLD S. L. BIGGART, M.B., Ch.B.,

Medical Officer of Health.





